

JCD

CLASSIFICATION

SECRET

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

25X1

25X1

REPORT NO. [REDACTED]

CD NO.

COUNTRY Poland

DATE DISTR. 8 January 1953

SUBJECT Main Aviation Institute (GIL)

NO. OF PAGES 2

PLACE ACQUIRED [REDACTED] 25X1

DATE OF INFO. [REDACTED]

REFERENCE COPY
DO NOT CIRCULATESUPPLEMENT TO
REPORT NO. [REDACTED]

25X1

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 703 AND 704, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIVED BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. A reorganization of the Main Aviation Institute (Glowna Instytucja Lotnicza) (GIL) took place in June 1952. According to Lt. Col. (fmu) Pojda, a representative of the Ministry of National Defense, the institute has not accomplished anything to date. The former director of GIL, (fmu) Romicki, was discharged and replaced by (fmu) Narkiewicz. The latter is a 38-year-old technician who was employed in a State Aviation Plant (Pienstwowe Zaklady Lotnicze) (PZL) prior to World War II. In 1946 he was connected with the Air Studies Center (Centralny Studium Samolotow) and then became secretary of the Polish Engineers and Mechanics Association (Stowarzyszenie Inżynierow i Mechanikow Polskich) ("TIP"). In March 1952 he was transferred from TIP to the Vehicle Construction Control Bureau (Biuro Kontroli Budowy Samochodow) (BKBS). [REDACTED]

25X1
25X1

2. Two new construction bureaus, an airframe (biuro statowcowe) and an engine bureau, were established in the Main Aviation Institute in August 1952. The airframe bureau is under the direction of (fmu) Soltyk who was recently transferred from the Railway Equipment Plant (wytwornia Sprzetu Kolejowego) (WSK).¹ At present, his task is the reconstruction of the Junsak-type aircraft with the purpose of concealing the chassis (sic). The engine bureau is under the supervision of (fmu) Narkiewicz. Narkiewicz formerly worked for the Kalisz division of the WSK. The bureau of engines is presently working on a 600 HP engine with an air compressor and reduction apparatus (300 revolutions per minute). This engine weighs 50 kg. less than the Leonidas-type engine. The engine is to be adapted to helicopters. The recommendation for the establishment of the new airframe and engine bureaus originated with General (fmu) Torochov and Lt. Col. (fmu) Silivenow of the Polish Air Force Command (Dowoztwa wojsk Lotniczych). The third construction bureau of the Main Aviation Institute was in existence prior to the reorganization of the institute. This bureau, upon orders from the Air Force Command, is presently engaged in making plans for two helicopters, one for an ASZ-21 engine of 300 HP and the second for a 600 HP engine constructed by Narkiewicz.² The third construction bureau of GIL is supervised by (fmu) Chylinski and (fmu) Zurakowski.

CLASSIFICATION

SECRET

STATE	X	NAVY	X	NSRB		DISTRIBUTION						
ARMY	X	AIR	X	FBI		ORR	EVR	X				

SECRET

[redacted] 25X1

-2-

- 25X1 1. [redacted] Comment. [redacted] a (fnu) Soltyk who was director 25X1
of the aircraft designing center at ulica Zagajnikow 56, Lodz. He
designed an engine which the Soviet Union has prohibited Poland to
manufacture.
- 25X1 2. [redacted] Comment. The ASZ-21 engine (sic) is no longer produced in
the U.S.S.R.

SECRET